



Portland ATCT

Abbreviated Standard Operating Procedures

This air traffic control procedural document is provided for virtual air traffic control in the ZBW ARTCC of the VATSIM network only. It is not for real-world ATC use. These procedures are approved for use as defined by the Boston Virtual ARTCC Administration Team only.

For more information about Boston Virtual ARTCC, visit www.bvartcc.com.

Version H
January 21, 2019

Version Log & Changes from Previous Version

Changes from the previous three versions are listed at the top of every SOP. Changes within the document are emphasized with a vertical blackline beside changed text.

Version H – January 21, 2019

Adds Opposite Direction Operations procedures Page 3

Version G – October 22, 2018

Updates an outdated reference to the PWM4 departure Page 2

Version F – May 6, 2018

Added PWM TRACON sector frequencies and airspace delegation Page 8

Using this Document

The information contained in Chapter 1 is knowledge material that all controllers should be familiar with. The other information in this SOP is designed as additional resource material for controllers who wish to apply extra realism within this airspace. It is not required knowledge for practical exams or on-network controlling, as the OTS Exam Evaluation Standards still act as the primary reference document for practical exams.

Controllers are encouraged to review the additional resource material in Chapter 2 onward at their leisure and apply it at their discretion.

Chapter 1: Overview

General:

1. This abbreviated SOP provides an outline for some of the key, non-published coordination items for the Portland Jetport (KPWM). This document is intentionally different from similar facility SOPs as KPWM is our primary training airport. As a result, an effort has been made to limit this SOP only to non-published information. Controllers who are training at KPWM are expected to use their own resourcefulness in finding publicly-available information such as frequencies, altitudes, departure procedures, etc.
2. Position identifiers and voice channels follow the same standardized convention as is used across the ARTCC.
3. Frequencies in use at KPWM are as published.

Clearance Delivery, Ground, and Tower:

1. Aircraft assigned the PWM# departure are not required to include "PWM#" in the flight plan. Aircraft assigned an RNAV departure shall have the SID included in the flight plan.
2. The phrase "climb via SID" will not be used in IFR clearances. Use the phrase "maintain" to assign departing aircraft the top altitude on the applicable SID.
3. Taxiway "A", east of Runway 18/36 is closed to aircraft with a wingspan greater than 135'. The following aircraft may not use that portion of Taxiway Alpha:
 - (a) Airbus A310, A300, A330, or similar.
 - (b) Boeing 767 or similar.
 - (c) KC-10, C5, and similar.
4. PWM_TWR is authorized to provide Class C services within the area extending 5nm from KPWM, upwards from the surface to 2,000'.

5. Departure Corridor headings:

Runway	Departure Corridor
Runway 11 or 18	060 to 180
Runway 29 or 36	260 to 360
Turbojet Aircraft (any runway)	Runway Heading

6. Due to noise abatement, Runway 11/29 is the preferred runway for turbojet and large turboprop operations when the crosswind is less than 15 knots.
7. When the wind is less than 10 knots, early morning departures (before 0900 Local) should use Runway 29 and late night arrivals (after 2200 Local) should use Runway 11.
8. Handle VFR traffic as indicated in the ATC Handbook unless otherwise coordinated. The initial altitude for VFR departures is 2,500'.

Opposite Direction Operations (ODO):

1. The following cutoff points shall be used, unless an emergency situation exists:

(a) IFR/IFR:

- (1) Arrival/Departure. An opposite direction departure must be established on a heading that differs by at least 45 degrees from the reciprocal of the inbound course of an arriving aircraft prior to that aircraft reaching a point not closer than 10 flying miles from the runway of intended landing.
- (2) Arrival/Arrival. An arriving aircraft must have crossed the landing threshold prior to an opposite direction arrival reaching a point not closer than 10 flying miles from the runway of intended landing.

(b) IFR/VFR:

- (1) Arrival/Departure: The departure aircraft must be airborne and issued a turn away from the arriving aircraft prior to the arrival reaching a point no closer than 10 flying miles from the runway of intended landing.
- (2) Arrival/Arrival: The first arrival must cross the landing threshold prior to the second arrival reaching a point no closer than 10 flying miles from the runway of intended landing.

(c) VFR/VFR:

- (1) Arrival/Departure: The departure aircraft must be airborne and issued a turn away from the arriving aircraft prior to the arrival reaching a point no closer than 5 flying miles from the runway of intended landing.
- (2) Arrival/Arrival: The first arrival must cross the landing threshold prior to the second arrival reaching a point no closer than 5 flying miles from the runway of intended landing.

Approach:

1. PWM must coordinate arrivals and departures at KSFM with A90 or the appropriate overlying ZBW sector.
2. All PWM turbojet departures must fly runway heading until 2,500' when departing Runways 29, 18, and 36.
3. Between sunrise and sunset when Runway 29 is in use and the ceiling and visibility are better than 3000/4, turbojet and large turboprop aircraft should be issued the Harbor Visual Approach. The scratchpad entry shall be "HVA".

BGR ATCT and PWM ATCT:

1. Control on contact:
 - (a) Turns up to 40 degrees and altitude changes within 5nm of the border.
2. Minimum separation shall be 5nm, constant or increasing.
3. PWM shall ensure traffic entering BGR airspace is routed via the following preferential routes:

Route	Altitudes
Landing BGR via direct BGR or flight plan route	3,000 / 5,000 / 7,000 / 9,000
Landing Bangor airspace via direct destination airport	3,000 / 5,000 / 7,000 / 9,000

4. BGR shall ensure traffic entering PWM airspace is routed via the following preferential routes:

Route	Altitudes
Overflights of PWM planned via LWM, GDM, or EEN via direct ENE	6,000 / 8,000 / 10,000
Overflights landing PSM, BOS via direct ENE	6,000 / 8,000 / 10,000
Landing WVL, OWK, RKD, AUG via direct destination airport	4,000
Landing PWM airspace other than WVL, OWK, RKD, AUG via direct destination airport or flight plan route	6,000 / 8,000 / 10,000

PWM ATCT and A90:

1. Control on contact:
 - (a) Receiving facility has control for turns up to 40 degrees either side of track within 10 nm of the facility's area of jurisdiction.
 - (b) A90 has control for descents within 10nm of the common boundary for PSM arrivals.
 - (c) PWM has control for descent within 10nm of the common boundary for PWM and SFM arrivals.
2. A90 shall:
 - (a) Coordinate all SFM Runway 7 arrivals and all LCI Runway 26 approaches with PWM.
3. PWM shall:
 - (a) Coordinate all SFM Runway 25 departures flight planned into A90's airspace prior to release.

PWM ATCT and ZBW:

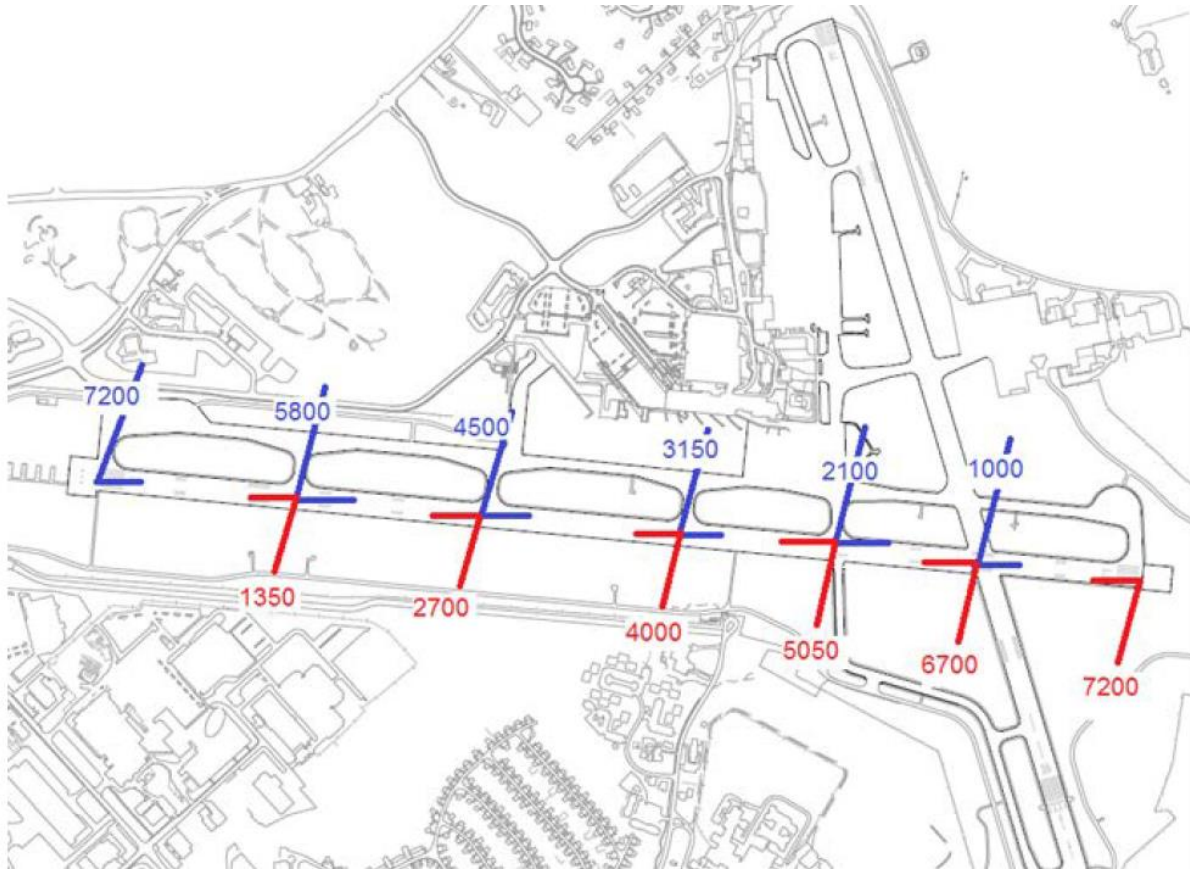
1. Control on contact:
 - (a) PWM for turns up to 30 degrees once the aircraft is at or below 15,000'. Descents upon acceptance of radar handoff and frequency change. In the event the ATCT is unable to descend aircraft into the ATCT unconditional use airspace immediately, ATCT must coordinate with ZBW.
 - (b) ZBW for turns up to 30 degrees at or above 8,000'.

2. ZBW to PWM:
 - (a) Arrivals via CODGG or SCOGS to cross CDOGG or SCOGS at 11,000'.
 - (b) Arrivals from NOTTY clockwise to MESHHL shall be cleared direct PWM.
 - (c) Arrivals to all other airports shall be cleared direct destination.
3. PWM to ZBW:
 - (a) Clear departures landing BOS via SCUPP direct SCUPP.

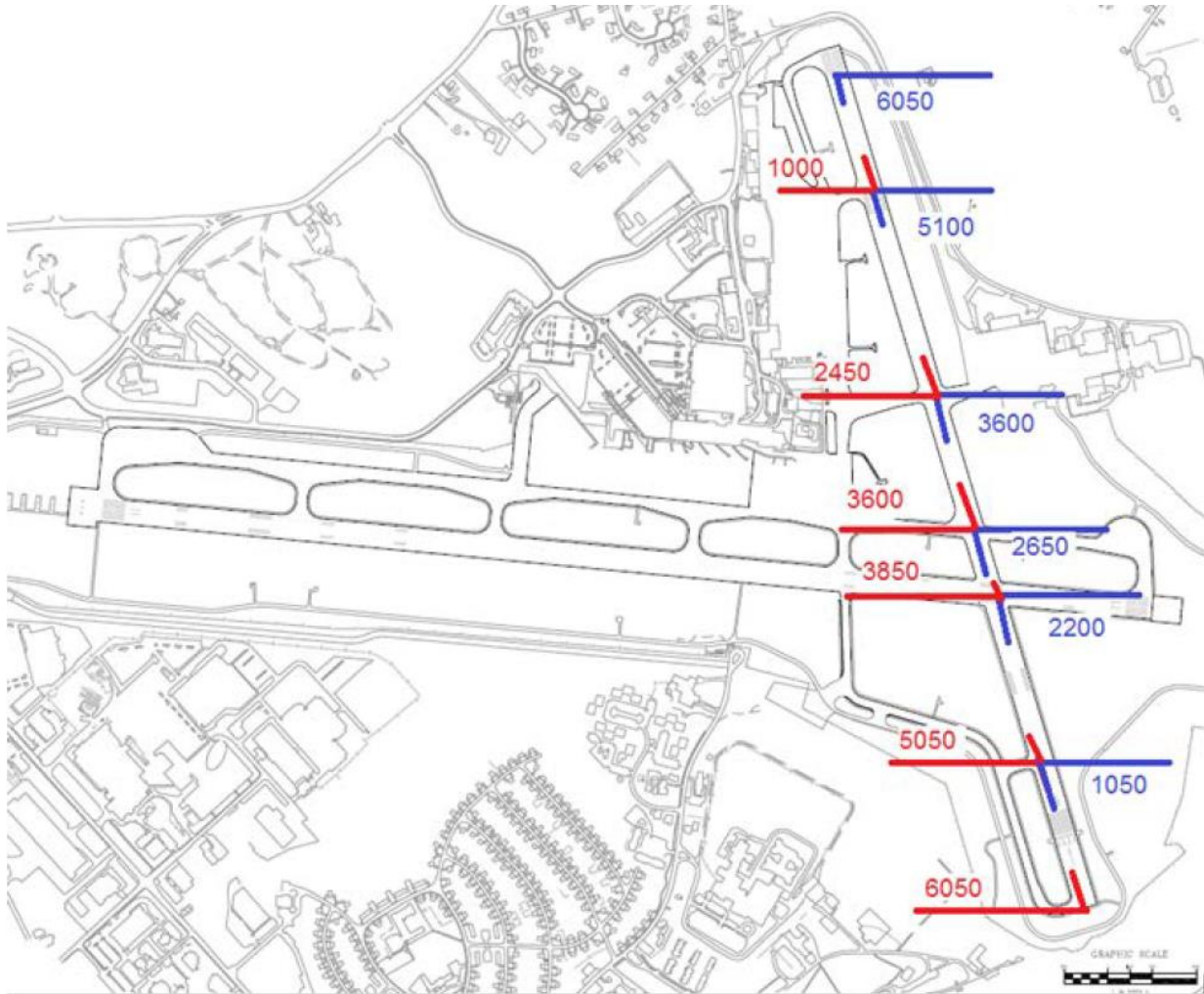
Chapter 2: Appendices

2.1 Intersection Departure Distances

a. Runway 11/29:



b. Runway 18/36:



2.2 PWM TRACON Sector Frequencies and Airspace

a. Frequencies

Identifier	Position	Frequency	VOX Channel
PWM_S_APP	CASCO	119.750	PWM_119.750
PWM_N_APP	Lewiston	125.500	PWM_125.500
PWM_E_APP	Rockland	120.400	PWM_120.400
PWM_x_APP	Secondary/Backup Frequency	132.400	PWM_132.400

b. Airspace

